

## Open Shop Plot Charged in Rail Wages Dispute

Frank P. Walsh, Engaged to Plead for Workers, Says It Will Be Shown Roads Are Sound Economically

### Hearing On To-morrow Charge Is Made Carriers' Officials Are Interested in "Outside" Repair Plants

Frank P. Walsh, who has been retained to represent certain railroad unions before the Railroad Labor Board, left for Chicago last night, accompanied by W. Jett Lauck, an economist. Lauck is considered a most important witness for the unions. The railroad workers will begin the presentation of their case at Chicago to-morrow. The first witness will be B. M. Jewell, head of the railroad workers' department of the American Federation of Labor. It was a committee representing these unions and headed by Mr. Jewell that retained Mr. Walsh. The railroad workers will contend that the railroads are sound economically, it was said before the party left for Chicago. It also was said that Mr. Walsh and Mr. Lauck will attempt to show that the statement of General W. W. Atterbury, vice-president of the Pennsylvania lines, that the railroads are heading toward bankruptcy was the opening gun in a fight by Wall Street interests against the railroad unions.

It was said that J. P. Morgan will be subpoenaed and an effort made to show that there is a conspiracy to force the open shop on the entire country.

Mr. Walsh said he will bring out that railroads have been wasting millions through having locomotive repair work done at exorbitant costs by equipment companies in which railroad officials are interested financially.

If these roads show less than 6 per cent profit they are entitled to a subsidy under the Current-Each law, Mr. Walsh said, and the object of giving out this work, which formerly was done in the companies' own shops, was for the benefit of railroad executives interested in repair companies and to enable the roads to lay off their own repairmen to create an artificial condition of unemployment. These men can be hired back on a non-union basis only, he said.

Inter-relations of interests of directors in the United States Steel Corporation and J. P. Morgan & Co. will be brought out, it was said, when the unions will attempt to show that there is a conspiracy against the closed shop.

The group which has retained Mr. Walsh is not represented in the four big brotherhoods, which comprise the most skilled railroad employees. These brotherhoods, however, are expected to support the Walsh allegations and contentions, it was said.

### Atterbury Says Roads Seek Wage Conferences

Denial that railroad managements have declined to confer with representatives of the employees affected by wage change proposals was voiced yesterday by General W. W. Atterbury, vice-president of the Pennsylvania Railroad and chairman of the Labor Committee of the Association of Railway Executives. On the contrary, General Atterbury declared, conferences have been sought. He said:

"In a newspaper to-day it was said that by refusing to confer with the representatives of employees vitally affected by the proposals of the railroad managements the latter have repudiated the fundamental principle for which the Railway Labor Board was created.

"We have not refused; in fact, we have sought to confer with representatives of the employees of our respective companies. To be specific, we have conferred and negotiated with organized representatives of the employees of the Pennsylvania Railroad. The managements of other systems are doing the same."

### Bill for Payments to Roads Passes House

Measure, Previously Defeated, Is Adopted When Put to a Privileged Status Vote

WASHINGTON, Feb. 8.—Brought under a rule giving it privileged status, the Winslow bill, authorizing part payment to railroads under the guaranty

section of the transportation act, was passed to-day by the House. The bill was defeated yesterday when voted on under suspension of rules, which required a two-thirds vote on passage. Some Democrats who led the fight against it then on the grounds that effort was being made to rush it through turned about and supported it to-day after opportunity had been given for debate and amendment.

Chairman Eash of the Interstate Commerce Committee, which reported the measure, said the legislation was needed because the Treasury had refused to accept the ruling of the Interstate Commerce Commission that about \$350,000,000 due the carriers should be paid now, as the law which he helped frame stipulated.

### Knott Urges City Save by Abolishing Several Fat Jobs

Merger of Many Departments Suggested by the Sheriff as Measure of Economy in Government

In the presence of about 500 diners, including leading business men, financiers, the heads of nearly all the city departments and political leaders, Sheriff David H. Knott, at the dinner of the third panel, sheriff's jury, at the Hotel Commodore last night, made a plea for economy in the running of the city of New York.

The political contingent at the dinner gave keen attention to the plan proposed by Sheriff Knott, which included the merging of several of the city departments, for Mr. Knott not only is the Sheriff of New York County, but also is chairman of the Democratic County Committee, which fact might cause considerable speculation as to the real political significance of the drastic changes suggested by the Sheriff.

After commenting on the multiplicity of laws under which the city is operated and the many officials executing the laws, Sheriff Knott said:

"But the vital problem confronting us to-day, as Americans and as New Yorkers, is the urgent necessity of decreasing the cost of all branches of city, state and national government."

He then cited a few instances of waste, as the case of the Tenement House Department and the Building Department. Why would it not, from the standpoint of good business, be feasible for the Tenement House Department to be merged into the Building Department? As the law now stands the Sheriff has some part in the drawing of jurors. Why cannot the office of Commissioner of Jurors be merged into the office of the Sheriff? Why do we require a Department of Weights and Measures and a separate Department of Markets? Why cannot the office of Commissioner of Accounts and the office of the City Chamberlain be merged into the office of the Comptroller? And why do we need an Armory Board?

Some of the members of the third panel are: Henry L. Joyce, foreman; Michael W. Rayens, secretary; George J. Montgomery, treasurer; James Speyer, John D. Rockefeller, Jr., Fredrick W. Vanderbilt, M. M. Holding, Stephen Baker, Fred Sterry, Elisha Walker, Peter Doelger, Chauncey M. Depew, Jr., Conde Nast, Christian B. Zabriskie, George Barton French, Otto H. Kahn, Bernard M. Baruch and James W. Alexander.

### Girl Unconscious in Park

Miss Marie Story, twenty-one years old, daughter of Roland Story, a customs inspector, living at 187 Arlington Avenue, Brooklyn, was found unconscious in the shrubbery near Woodland Walk, in Highland Park, late yesterday afternoon. She was taken to the Kings County Hospital, said to be suffering from the effects of bichloride of mercury poisoning.

The young woman recovered consciousness at the hospital and said she had no money and no work, had quarreled with one of the members of her family and decided to die. She says she is a school teacher and had returned recently from California.

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## Ford Breaks Silence, Denies He Asked Loan

(Continued from page one)

them belong there by right. The fictitious war prosperity of the United States lured them away."

Mr. Ford has been giving much thought to the subject of cities and their influence on industry and labor, he said. In his opinion, cities eventually will disappear as great congested manufacturing centers and of what he terms "industrial filth." Houses and cows, he believes, will be superseded by the concentrated energy of machinery and food, respectively, and must disappear. The inventor of the Ford motor car believes that manufacture, agriculture and transportation—the three essentials on which this country depends—can be better worked to mutual advantage if grouped about small communities rather than cities. He plans "to promote industry and labor where they belong, away from the present congested centers, to be treated or milled or manipulated before they are transported back again to the smaller communities to be sold back to the farmer. These conditions are artificial."

### Aims to Utilize Water Power

"The Ford Company plans to get a large part of its manufacturing away from the great cities. We plan, and are already putting the idea into operation, to utilize the water power of small streams throughout the country for making various parts of our machinery."

Both Ford and the city of Dearborn are in a race to see who can get the smaller towns and even villages where the townspeople and even the farmer, if he cares to, may have all the work wanted. This work for the farmer will come when he is not busy on his farm, and so will add to his earnings.

The food raising season is comparatively short, the farmer is to-day a slave to enforced idleness and a few cows in winter. The cities, with their concentrations of industry, are responsible for the situation.

"The farmer will see the day when both the horse and cow are done away with. The horse will go because of the concentrated energy of automobile and tractor."

"But what about the cows and their milk?" I asked Mr. Ford. "It is a simple matter, he replied, to take the same cows that the cows eat and make them into a milk which is superior to the natural article and much cleaner. The cow is the crudest machine in the world. Our laboratories have already demonstrated that cow's milk can be done away with and the concentration of the elements of milk can be manufactured into scientific food by modern methods. Cows are not subject to tuberculosis."

### Even Beef Not Essential

"But what about the meat which the cow also provides?" Mr. Ford was asked. "Meat is not essential," he declared. "A scientific food, such as I have described, will not only take the place of milk, but meat. As for the horse, he is a twelve hundred-pound 'hay motor' of one horse power. A little machine half his size will equal twenty of him."

Demonstrating his claim that farmers may work in Ford factories in small communities, where all the essentials of life can be had as well as in the cities, Mr. Ford said his com-

pany will be prepared to give financial aid and cooperation to the towns and villages in which it locates, such aid going toward the building of sewers and other necessities.

"One of the first demonstrations of our plan is being made in a town of 1,500 inhabitants, twenty miles from Detroit. Our factory there employs 250 men in the exclusive manufacture of valves which we use both for the Ford car and tractor. The transportation is by motor truck, on good roads, the ideal system of short haul transportation for railroad shipment farther on. The town needs a sewer system, which the company is prepared to build, in cooperation with the townspeople, so that there will be no need of the town floundering in debt for years under heavy issues of bonds—a long-standing evil from which no one profits but parasite non-producers, such as the cities are filled with. Improvements need not be limited to sewers."

Mr. Ford announced that his company has taken over a water site at Hamilton, Ohio, and has entered fifteen other small communities.

### Plan May Be World Wide

"Our plan is not to be confined to one portion of the United States, but will extend throughout the country," said Mr. Ford. "We will probably limit it to the United States England here, which was accepted, use of the hospital being made without remuneration. Also it is pointed out that the government contracts in the Ford factories were tendered without profit to Mr. Ford or his company. Likewise mention is made of Mr. Ford's gifts and his subscriptions to war funds."

Charges have been made that Edsel Ford not long ago went to Germany, where he opened negotiations for the erection of a \$50,000,000 tractor factory, and returned to America with one August Muller, who is alleged to be directing the American end of propaganda eventually designed to aid the establishment of the German monarchy. The Commercial Appeal, an alleged Ford organ in Germany, is said to be disseminating propaganda to create chaos among the people of Central and Eastern Europe. The proposed tractor plant in Germany, it is charged, would serve as an ammunition supply base for Ludendorff and other imperialistic conspirators, who would enfold Eastern Europe in a franchise and eventually would nullify the Versailles treaty. I asked Mr. Ford about these assertions and he characterized them as "pure rot."

"Neither my son nor myself have ever been in Germany," he said. "We have no plans for any tractor plant in Germany, except, perhaps, plans with men who are now negotiating for the manufacture and assembling of tractor parts in Germany. In any event, it would be a small outfit. We know of no such person as August Muller, and The Commercial Appeal is a myth—it does not exist. The most amazing thing about this whole business is the genius for sheer invention which has been exhibited."

### Norway, Weary of Dry Era, Will Change Laws

Beverages With Only 12 Per Cent of Alcohol Too Mild; 25 Per Cent Demanded

Norway is tiring of prohibition, according to passengers who arrived here yesterday from Bergen on the Norwegian American liner Bergensfjord. It is only a question of a short time, they said, when the laws will be amended to give greater drinking liberties to the people.

Although the Norwegian law permits the manufacture and sale of beverages containing 12 per cent of alcohol, it is believed that the law soon will permit an alcoholic content of 25 per cent. George Rasmussen, a Norwegian manufacturer who has business interests in this city and Detroit, said there had been a revolt of feeling against prohibition restrictions. The people, he said, are opposed to the law, and whisky of a high alcoholic percentage is being smuggled into the country with little or no interference.

"How long will it be before a dent will be made in American habits by your plan?" Mr. Ford was asked. His answer was as follows: "Twenty-five years ago, there were only thirty or four motor cars in the world. There were no electric streetcars thirty-five years ago. There were no farm tractors, or airplanes and no wireless fifty years ago. There were no telephones fifty years ago."

The thought struck the interviewer that, after all, it might not be impossible that the next half century, perhaps, might see the beginning of a comparatively cowless, horseless, milkless era, in which the city laborer had become a joint mechanical farmer-laborer, and the farmer a laborer-farmer. It is the dream of the automobile manufacturer who dreamed fifteen years ago that automobiles could be made articles of cheap bulk production. Henry Ford does not impress the

interviewer as a theorist. He said to me at Dearborn to-day:

"The great thing about organization is that when men get control they proceed to build fences around themselves, and begin to exploit men to build up greater wealth. They become themselves little nations, ready to quarrel with some other little nation. That is the whole thing we are breaking down here in our organization. The whole thing sits down to the care and assistance you give the people working for you."

### Storm Breaks Over Sunday Business Bill

Workers of All Classes Condemn Dickstein Measure as Contrary to American Principle of Majority Rule

### Call It a Great Injustice

Dr. Bowlby Tells Assemblymen Action Is Move to Commercialize Sabbath

From a Staff Correspondent

ALBANY, Feb. 8.—The Dickstein bill, which would permit Jews who observe Saturday as the Sabbath to keep their places of business open on Sunday, was characterized to-day as a move in the attempt to bring about a "commercialized Sunday" by the Rev. H. L. Bowlby, national secretary of the Lord's Day Alliance, at the hearing of the bill before the Assembly Codes Committee. Representatives of labor seconded Mr. Bowlby's criticism. Jewish leaders also opposed the bill.

Others opposing the Dickstein bill declared it contrary to the American principle of majority rule and that it was wanted by a very "small minority of the minority."

"You have heard about the so-called blue laws," said Dr. Bowlby, who is one of the leaders of the blue law brigade. "It is all rot. What really threatens is an organized effort to commercialize the Sabbath. The Dickstein bill bears witness to this. It is an iniquitous bit of legislation. If you pass this bill you put on the statute book an act which will bring great injustice, not only to Christian business men, but to the entire people. You would open the Christian Sabbath, the American rest day, to sordid, selfish, grafting commercialism. It is unfair to those who have no adequate means of refusing to work more than six days a week."

The interests of butchers and actors, grocers and organized labor seem to coincide on the question that the Dickstein bill is not good legislation. William F. Gilmore, representing the Actors' Equity Association, asked the committee to kill the measure. "It is detrimental to art," said Mr. Gilmore. "Actors and actresses cannot work seven days a week, as they would be compelled to under the principles represented by this bill."

The health problem involved in a too heavy load of work was reviewed by Dr. J. W. Allen, of New York. He said there were in New York to-day about 250,000 of what physicians term "border line" cases—persons who stand in the No Man's Land between health and disease.

"The extra strain of an additional day's work," said Dr. Allen, "will bring these border line cases across the border into the grip of disease." W. H. Hornig, representing the

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Master Butchers' Association, denied that Jews generally were in favor of the proposals of the Dickstein bill. He said more than half the members of his association were Jews, and that most of them favor existing rest-day arrangements.

Assertion that business and not religious interests were behind the bill were made by James S. Bryan, representing organized labor. He said it would mean the employment on Sunday of thousands of garment workers in New York.

Owing to a misunderstanding on the part of Assemblyman Dickstein, the introduction of the bill, who thought the hearing was to take place next Tuesday, was characterized to-day as a move not represented. He asked for a hearing next Tuesday to give those favoring it a chance to be heard. His request was granted.

### Howat Wins a Delay to Answer Contempt Charge

PITTSBURGH, Kan., Feb. 8.—The case against Alexander Howat and other officials of the Kansas Miners' Union, who were arrested yesterday on warrants charging contempt of court for violation of an injunction forbidding them to call strikes in the coal fields of the state, was continued to-day until next Tuesday morning.

Attorneys for Howat, arguing for a continuance on the grounds that there was no reason for haste as long as there was no imperative need for coal, clashed with Attorney General Hopkins and Fred S. Jackson, of counsel for the Court of Industrial Relations.

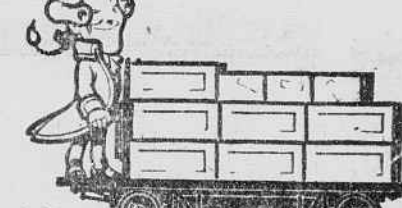
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